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Administration Report of the Riv. Dept.

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Previous references.

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GENERAL AND REVENUE SECRETARIAT.

Serial Nos.

Part B for

March 10

SUBJECT.

Admin Review of the P.W. Dept.

In the Secretary for Railways,
... Chief & Engineer for Genl
G.O. No. 12257 of M. 3346 G.O. 10.5.10

Reviews the

for 1915-16

PSN
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(39)

Government of His Highness the Maharaja of Mysore.

GENERAL AND REVENUE DEPARTMENTS.



G. O. No. G. 12257-8—G. M. 334-16-6, dated
10th March 1917.

Report on the Administration of Railways in Mysore.

Reviews the — for the year 1915-16.

**Report on the Administration of
Railways in Mysore.**

No. G. 12257-8—G. M. 334-16-6, DATED 10TH MARCH 1917.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS
THE MAHARAJA OF MYSORE.

GENERAL AND REVENUE DEPARTMENTS.

READ—

Administration Report of the State Railway Department for the year 1915-16, received from the Secretary for Railways with his letter No. 1411, dated 8th November 1916.

Letter No. 1454, dated 13th November 1916, from the Secretary for Railways forwarding the statistical statements required to be furnished with the above report.

Order No. G. 12257-8—G. M. 334-16-6, dated 10th March 1917.

Recorded.

2. *Personnel*.—In consequence of the reversion to the British Service of Mr. C. D. Dove-Wilson, Agent and Engineer-in-Chief, State Railway Department, Rao Bahadur K. Krishna Iyengar, Officiating Secretary for Railways was appointed Engineer-in-Chief and Agent in addition to his other duties. Mr. G. Richards, employed by the Government of India on the investigation of railways, on the West Coast in Southern India, was appointed Consulting Engineer for the Mysore State Railways with the approval of the Railway Board with the Government of India. Mr. D. G. Dani, whose services were lent by the Government of India was appointed Superintending Engineer for the construction and open lines; while Mr. H. D. Rice was appointed Superintending Engineer for Railway Surveys.

3. *Administrative changes*.—In order to make the department self-contained, the Under Secretary to Government was appointed Deputy Agent and entrusted also with the duties of the Chief Store Keeper while an Engineering Assistant was appointed to help the Agent.

4. *Railway Committee*.—The Railway Committee appointed in the preceding year to advise Government in matters relating to Railway construction and management is reported to have met six times during the year and to have dealt with some of the large and important questions engaging the attention of the Department. Government are of opinion that a brief account of the more important questions dealt with and the resolutions recorded by the Committee may appropriately be given in future reports.

5. *State lines worked by the Madras and Southern Mahratta Railway Company*.—The length of the State Railway lines worked by the Madras and Southern Mahratta Railway Company remained the same as in the previous year, *viz.*, 411.17 miles. The capital account of these lines was credited during the year with a sum of Rs. 2,12,012 owing to some adjustments in stores balances. Government note with satisfaction the increase in the percentage of net earnings on the total capital outlay of Rs. 2,55,87,525 from 6.12 in 1914-15 to 7.06 in the year under report. This is due partly to the larger movements of food grains and other raw products and a general improvement in passenger traffic and partly also to the reduction in the amount of the total capital outlay referred to above.

The gross earnings during the year on these lines amounted to Rs. 38,61,625 and the working expenses to Rs. 20,54,474. The percentage of working expenses to gross earnings of the year works out to 53.20 against 56.27 in the preceding year. The net gain to the State during the year amounted to Rs. 6,35,141 against Rs. 4,09,276 in 1914-15.

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6. *Kolar District Railways*.—The section from Kolar to Chintamani was opened for all kinds of traffic on 6th March 1916, and the portion between Chintamani and Chikballapur was in progress at the close of the year. The capital expenditure for the year on the Kolar-Chikballapur Section of the Kolar District Railways amounted to Rs. 2,92,319-11-8. The percentage of working expenses to earnings was 60·96 in 1915-16, against 83·23 in 1914-15. The total length of the line open during the year was 40·71 miles.

7. *The Bangalore-Chikballapur Railway*.—Work on the Bangalore-Yelahanka Section (about 10·38 miles) which had to be done by the Madras and Southern Mahratta Railway Company, made no progress during the year. Estimates for this portion have been sanctioned and work is reported to be in progress. The capital expenditure on this line during the year was Rs. 58,717-7-9 and the gross earnings amounted to Rs. 68,134. The percentage of working expenses to earnings stood at 58·06.

8. *The Mysore-Arsikere Railway*.—Good progress is reported on the construction of this line (102·25 miles). Except for the erection of girders, the bridge work across the Lakshmanthirtha, the Cauvery and the Hemavati is stated to have been completed. Plate laying is being pushed on from both the Mysore and Arsikere ends. The line is expected to be ready for traffic by the end of the year 1916-17. The capital expenditure on this line during the year 1915-16 was Rs. 14,33,788-13-4, bringing the total outlay to Rs. 57,38,748-1-8.

9. *Tarikere-Narasimharajapura Tramway*.—The year's capital outlay on this line was Rs. 33,922-7-3 and the total to the close of the year stood at Rs. 2,98,757. The gross earnings amounted to Rs. 7,714. With a view to improve the entire line as also the rolling stock, the Tarikere-Lakkavalli Section which had been opened for traffic was temporarily closed and the work of improvement undertaken is proceeding though somewhat slowly. The remarks about the improvements required for this line appear to indicate that the preparation of the estimate in the first instance left much to be desired.

10. *Surveys and investigations*.—(1) The Shimoga-Arasalu line originally projected on a 2'—6" gauge was re-aligned during the year for a metre gauge railway as it is likely to form the first section of the projected Shimoga-Bhatkal Railway. A reconnaissance survey was started for a railway line down the ghauts and will be continued in 1916-17. The possibilities of making Bhatkal a port for the produce of the State are being investigated.

(2) The Survey of the remaining 6 miles of the Tadasa-Hebbe branch line was completed and the project estimate is under preparation.

(3) Four alternative routes for the Mysore-Coorg connection were investigated and estimates for a detailed survey of the approved line to Fraserpet were sanctioned. Survey of a tram line from Mysore to the Kakankote Forest was started during the year. A reconnaissance survey for extending the tramway from Narasimharajapura to Koppa and on to Sringeri was taken up.

11. *Accidents*.—There were on the State lines 28 accidents to persons, 37 derailments and 203 minor accidents. Government are of opinion that a statement furnishing information about the classes and number of accidents on each of the lines comprised in the State Railway system, distinguishing the accidents to human beings and to agricultural stock may usefully be added.

12. *General*.—In the statement of capital expenditure, a column to show the estimated amount will, it is believed, be of use in comparing the figures under the other two heads.

13. Government are pleased to note that the administration of the Railway Department during the year was on the whole satisfactory.

D. M. NARASINGA RAO,
Secy. to Govt., Gen. Dept.

To—The Secretary for Railways.
The Chief Engineer of Mysore.
PRESS TABLE.

Exd.—R. K.